3. Gauge conversion between Himmatnagar-Khedbrahma with extension to Ambaji: Survey taken up for gauge conversion between Himmatnagar-Khedbrahma with extension to Abu Road.

(b) Speeding up of passenger carrying trains is an ongoing exercise over Indian Railways. Speeding up of 2957/2958 New Delhi-Ahmedabad Rajdhani Express is not feasible at present.

(c) and (d) There is no proposal at present to run direct train from Patan and Palanpur to Mumbai owing to resource and terminal constrains.

Conversion of trains into super fast train

241. SHRI P. RAJEEVE: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for converting a train into super fast trains;

(b) whether there has been significant reduction in the time taken to reach the destination by super fast trains after conversion;

(c) if so, on an average the percentage of reduction; and

(d) the additional cost passengers in different classes have to bear after conversion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Trains whose average speed on the entire run in both directions is minimum 55 kmph on broad gauge and 45 kmph on metre gauge are designated as superfast trains.

(b) and (c) The average percentage reduction in the time taken varies from about 2% to 6% for the trains converted to superfast during the last two years.

(d) The superfast surcharge is Rs. 8/- for second class, Rs. 20 for sleeper class, Rs. 30 for A.C. Chair Car/first class/A.C. 3-tier/A.C. 2-tier, Rs. 50 for A.C. first class, Rs. 150/- for second class monthly season tickets, Rs. 450 for second class quarterly season tickets, Rs. 450 for first class monthly season tickets and Rs. 1350/- for first class quarterly season tickets. Superfast surcharge is, however, not levied on season ticket holders travelling by those superfast trains whose total journey is less than 325 kms.

Rail coach factory in Kerala

242. SHRI ABDUL WAHAB PEEVEE: Will the Minister of RAILWAYS be pleased to state the progress made, so far, for setting up of the proposed railway coach factory in the State of Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): Requisite approval for the setting up of a Rail Coach Factory at Kerala, is under process.

New railway line between Aligarh and Kasganj

243. SHRI MOHAMMED ADEEB:
SHRI SABIR ALI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal to conduct survey for a new railway line between Aligarh and Kasganj;

(b) if so, the latest position in this regard; and

(c) by when the work is likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Yes, Sir.

(b) and (c) The Survey has been completed by North-Eastern Railway. The report is under examination of the Ministry of Railways.

Inter linking of Kanpur-Mathura rail line with main line

244. SHRI MOHAMMED ADEEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Kanpur-Mathura meter gauge line has in the recent past been converted to broad gauge line;

(b) whether it is also a fact that this newly converted broad gauge line has not been interlinked with the main lines at Hathras and Mathura respectively;

(c) whether it is also a fact that the full benefit of this broad gauge line would not accrue without interlinking; and

(d) if so, what steps are being taken to interlink this broad gauge line with the main lines at Hathras and Mathura?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Yes, Sir.

(b) Yes, Sir. However, the converted line will get linked with the main line at Mathura alongwith gauge conversion of Mathura-Achnera section.

(c) and (d) Full benefit will accrue after interlinking at Mathura Junction which is planned with Mathura—Achnera gauge conversion.

Ratio of berths and toilets

245. SHRI M.V. MYSURA REDDY:
SHRI NANDAMURI HARIKRISHNA:

Will the Minister of RAILWAYS be pleased to state:

(a) the ratio of berths and toilets in trains in sleeper class, 3AC and 2AC compartments as per norms;

(b) whether it is a fact that one toilet has been provided for every 36 berths in sleeper class;

(c) if so, whether it is also a fact that the Railways had already taken a decision about a year ago to remove two toilets, out of four in every compartment, and set up berths so as to accommodate more passengers; and

(d) if so, the details thereof and the reasons therefor?